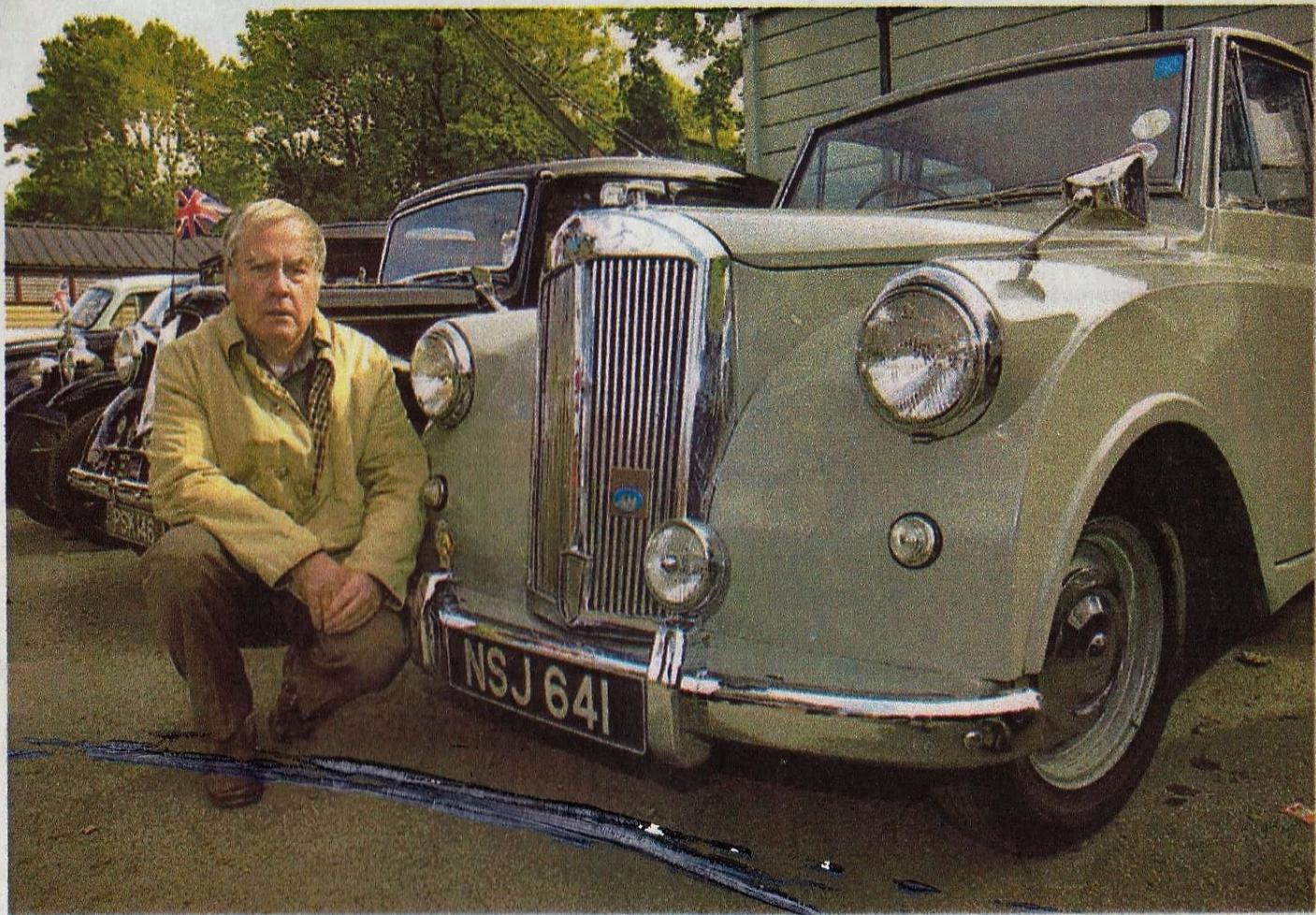


Triumph Mayflower Club



WINTER ISSUE 2004 No. 114



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2004-2005

**CHAIRMAN AND
SECONDHAND SPARES**

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Thornton-le-Moor, Northallerton,
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REGALIA SECRETARY

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Malcolm Barnsley - Tel: 01732 849140
Eddie Copson - Tel: 0121-603 8452
Norman Ward - Tel: 01773 830035

CO-OPTED MEMBERS

Forbes Alexander; Paul Norton; Steve Coulman;
Malcolm Barnsley; Norman Ward; Maurice Wilkes

*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

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Cover: The Regalia Secretary and his car at the Austin Couties Car Rally at the Tenterden Steam Railway in October

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

NOTICE OF
ANNUAL GENERAL MEETING
SUNDAY 20th MARCH 2005
 2.00 to 4.30 pm to be held at
ALUMWELL JUNIOR SCHOOL
PRIMLEY AVENUE, WALSALL WS2 9UP

(The school is situated 400 yards from the M6 Motorway Junction 10 roundabout — in the direction of Walsall)

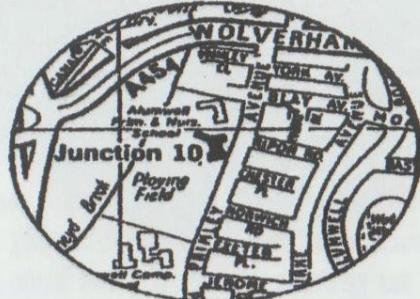
AGENDA

1. Apologies for absence
2. Minutes of the last AGM and matters arising
3. Reports from committee members
 - Chairman
 - Membership Secretary
 - Treasurer
 - Spares Secretary
 - Editor
4. Election of Officers
5. Spares Secretaries Reports
6. Any other business

Notes:

Correspondence about the AGM — Any apologies for absence, informal enquiries about committee posts, nominations for committee posts etc should be sent to the Chairman.
 Election of Officers — the posts of Chairman, Vice-Chairman, Treasurer, Secretary and Ordinary Members all come up for re-election at the AGM. The present holders are allowed to be re-elected, unless they no longer wish to stand. The jobs of Spares Secretaries, Magazine Editor, and Archivist are appointed by the committee so do not become available automatically at the AGM.

Any Other Business. This is an open forum session. The Chairman tries to get the rest of the meeting completed in the first hour which gives plenty of time for a more 'informal' approach to be taken and for everyone to join in. Please do not think it is a 'boring' afternoon. Everyone there is just as interested in Triumph Mayflowers, and probably all cars, as you are. Please try to attend if you want to take a more active part in the club. It is a great chance to make friends, and possibly arrange next summer's outings to rallies, etc. If you come, try to bring details of your local events.



Editorial

Another year on its way

I HOPE the majority of members will receive this issue of *Flower Power* before Christmas. Having returned from my autumn stint in Florida on December 12 I knew it was going to be a bit of a rush.

I was pleased to find amongst the mountain of post a few "Letters to the Editor" which certainly helped with the content of the magazine. Please, please keep it up.

A project for myself this winter is to change the engine in my Mayflower. The performance of the current one is somewhat poor and on returning from my trip to Windsor back in the summer I



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discovered oil leaking from "some-where" in the engine.

So I promptly parked it in the garage and tried to forget all about it but Howard Pryor kept nagging me to "make sure its ready for next year's rally".

Luckily I have a spare engine which I reconditioned about 15 years ago! Its just been sitting there in the garage waiting to burst into life.

So don't worry Howard I will be getting my hands dirty after Christmas.

I have included in this issue a page from the Spare Parts Price List. As long as there is sufficient space in future issues we will publish more pages. This will give members a more up-to-date situation of spares availability.

Lastly, may I take this opportunity to wish all members and their families a wonderful Christmas and a really happy motoring New Year.

The last copy dates for the next three issues of *Flower Power* are: 3rd March 2005 — Issue 115; 6th June 2005 — Issue 116; 6th September 2005 — Issue 117. Copy can be sent by post or e-mail prior to these dates.

Chairman's report

by Peter Benfield

ONE LAST rally in mid October brought to an end to yet another enjoyable summer of Mayflower motoring. Bolton Abbey station was the venue of a small gathering of classic cars organised by the White Rose Society.

Alan and Maureen Kormes arrived in their immaculate two tone blue Mayflower creating much interest in the quality of their restoration work. An added incentive to this rally was a complimentary ticket on the steam train from this beautifully restored station to the Dales village of Embsay taking you through very picturesque countryside.

The following week Sue and I made our annual trip to Scotland calling once again at the village of Ford in Northumberland where we had coffee

WANTED Contributions for Flower Power

No. 115

**PLEASE KEEP THE
LETTERS AND
E-MAILS COMING IN**

Anything about
Mayflowers,
Rallies, Autojumbles, etc

Send to:
Acting Editor, John Gogay
by post or E-mail

WANTED

FLOWER POWER EDITOR

Must speak and write English. Expected to work long hours with ample payment of bread and water

Interested?

**Then apply immediately to:
Peter Benfield, Chairman**

with Terry and Alwyn Gordon, now well established in their village Post Office stores/coffee shop. Northumbria is probably the most underrated county in the UK, try a visit sometime!

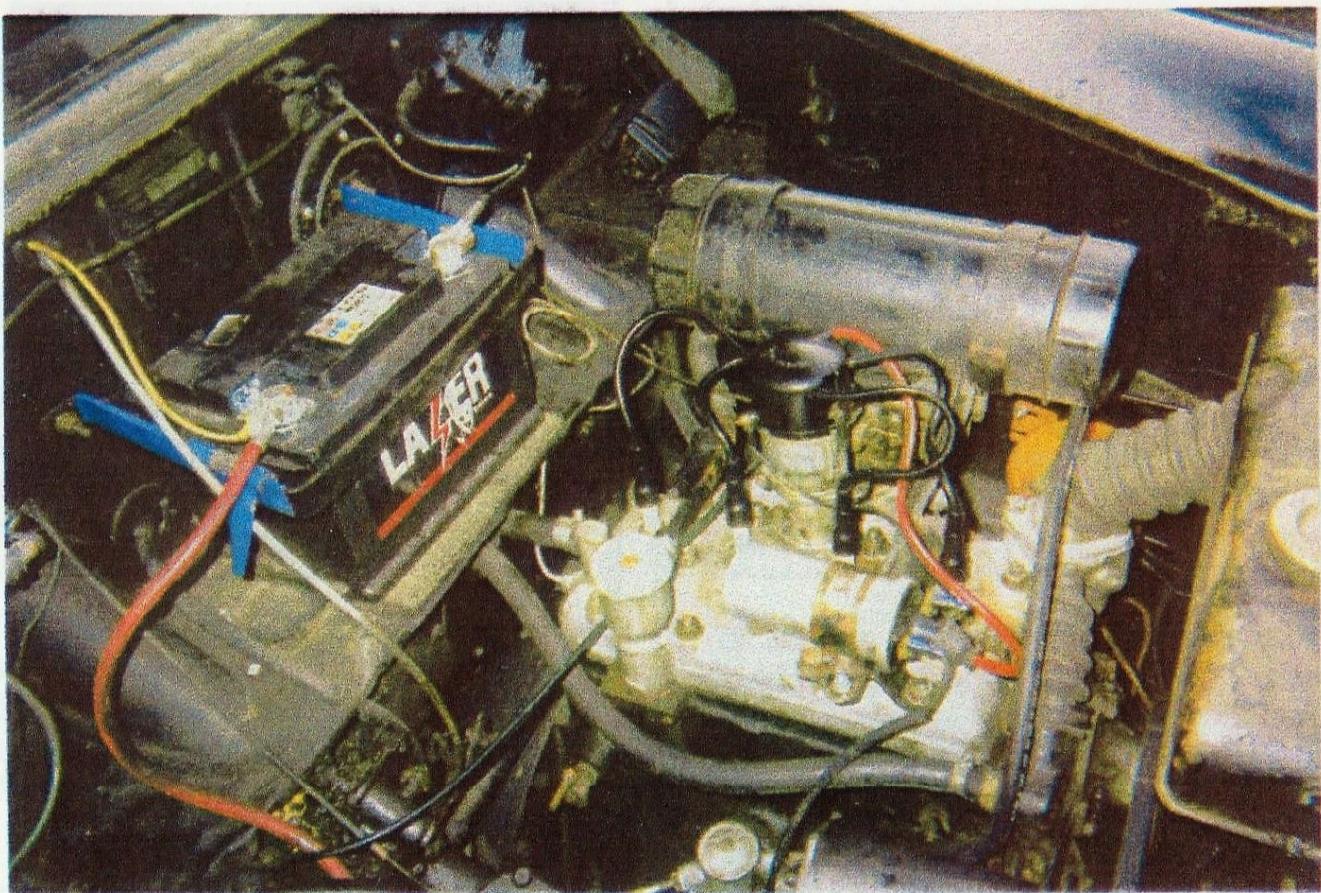
The International Classic Show at Stoneleigh in late October enabled Jim Poole once again to exhibit his early Mayflower, together with a 1949 Triumph Roadster.

This was a wonderful show with masses of autojumble and workshop demonstrations, everything to satisfy the most discerning classic car enthusiast.

Refreshment

Joan and Doug Sewell provided a most generous supply of sandwiches, cakes and hot drinks, keeping us all well nourished over what could have been a long and tiring day. Many thanks to both of them, we all appreciated their hospitality.

One of the satisfying aspects of holding office is the ability to help people with their restorations. One such person



The engine compartment of Carl Hamer's Mayflower, note the coil the wrong way round and the position of the battery with no battery cage

is Carl Hamer from Rossendale who spent a few hours with me taking photos etc, enabling him to sort out the engine compartment of his recently acquired vehicle.

The photograph illustrates many surprising irregularities which Carl is now busily correcting. I have every confidence we will see him at our annual rally in 2005. A real example of what club membership is all about.

Further to Steve Coulman's article on that elusive drophead, I am more than convinced that there is one "out there". When filming with *Heartbeat* recently a reliable source informed me he had seen a "rag top" as it was described to me.

I know the rough area but my informant would not elaborate further other than to say the owner was an elderly engineering fan who just wants to be left alone.

My informant was the owner of a vehicle which appears regularly in *Heartbeat* and I have every reason to believe his information. Perhaps Steve and I are on the same trail?!

Next year's rally at Charlote House has now been finalised and I hope you will all support our new Rally Secretary, Eddie Copson, at this very fine country location. Further details will no doubt in *Flower Power*.

A new innovation at this rally will be a member's "Forum" to take place in the gazebo from 1.30 to 2.00 pm, when any topics maybe brought up for discussion with committee members present.

In this issue "Flower Man" will answer your Mayflower queries and from time to time will also offer useful tips, do not hesitate to send your future problems and make full use of "Flower Man".

*Letters
... and E-mails*

Flower of Chicago

Hi John

It has been a good summer here in Chicago and "Mayflower" has gotten some good use, for a Mayflower that is.

We took her to our summer cottage about 50 miles from Chicago for a weekend and everyone there was very curious.

This is an area where American muscle cars are the popular hobby car and everywhere we went we had heads turning.

Overheating

I feel that the overheating problem I had earlier is now a part of history. I have installed an original sleeve type thermostat (available from the Roadster Factory in the US) that blocks the coolant flow from the bypass hose when open as well as the deflector below the radiator grille. So far, no overheating.

This past May the Jensen Club had a rally in Nasville and the Chairman of the

MAYFLOWER WANTED

Nice example with little or no work required.

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07980 105313
with details (maybe photo)

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British Jensen Owners Club came over to visit. He made a statement that I had never thought about. "British cars do not overheat, they run hot but they don't overheat."

Thinking about that statement I feel it is very accurate. All of the British cars that I have had or currently own do run hot but they don't overheat.

When in Nashville Wally Wolentarski came by to say hello and had photographs of his car. Next year on our trip to and from Florida I hope to stop at his home to see it.

If you have, or anybody else has, a secondhand starting crank (handle), please let me know.

Give my regards to all the members, especially Peter, I think I owe him a letter!

Sincerely, Glenn Grossklags (787)
1812 West Morse Ave, Chicago
Illinois, USA

Safely belted or not

Dear John

In common with most owners of classic cars (and the Mayflower is surely that) I wish to maintain the car exactly as

original. Inevitably, however, upgrading is necessary — if only to retain safety and useability.

Whilst I am aware that there is a train of thought that seat belts are not original and therefore should not be fitted, I think most sensible drivers would agree that in todays traffic seat belts, as a safety item, are an essential.

I temper this comment with the understanding that any "bolt on" which has the advantage of improving the use of the vehicle, can be removed, if required, to restore the originality.

With the above in mind, has anyone recently fitted their Mayflower with seat belts? And can they offer advice on suppliers, availability, technical tips, etc, on installation, or possibly, a fitment currently available in a modern model.

Vitesse

On a similar tack, I was recently reading a back issue of *Flower Power* and noted an advert or comment that a particular car had been fitted with the engine and gearbox from a Triumph Vitesse.

Again, I would be interested (as I am sure would many others) on how this was done. What did it entail? Is there economies or other advantages? An article, even a reprint, would be food for thought.

The obvious advantage is more power and therefore speed. The Mayflower is not the fastest — even in its day when new.

My personal belief is that the reason for the lack of performance is better placed at the door of the gearbox. The three-speeder fitted as original does nothing to enhance what is actually quite a capable engine (for its day).

I would be interested to hear of anyone who has upgraded the gearbox

Reconditioned Water Pumps

Seven pumps are now ready for sale on an exchange basis. Price has now been confirmed at £45 and are available from the Spares Secretary. Many thanks to Jim Poole for his efforts on this project. Apply:

Spares Secretary
01322 221493
jgogay@aol.com

— or even just thought it through as a practical exercise.

Regards to all, Paul Hamill (959)
Hazledene, Selsley Hill
Stroud, Glos GL5 5JS

Restored glory

Dear John

Nearly two years ago my wife bought me an amazing 50th birthday present: a Triumph Mayflower, registration number ONN 431, painted in gun metal grey with redinterior.

She had seen it advertised on the internet, so with great anticipation we went to have a look at it.

The car had some restoration work already done but was not running and I was told that it needed a new cylinder head gasket. It had been on the road until the last two years but since then had been left to stand in the garage.

It did, however, look to be in good condition. We agreed the deal and I had the car taken to a local garage that been

FLOWER POWER

recommended to me by some local classic car enthusiasts.

On our arrival the elderly garage owner looked at the car and said that the last time he had worked on one of these was when he had been an apprentice many years ago.

He agreed, however, to do the gasket and a few days later the car was delivered to my home. Step one was complete.

After awhile and wondering what would be the next best step to take, I decided to get the car MoT tested. It failed!

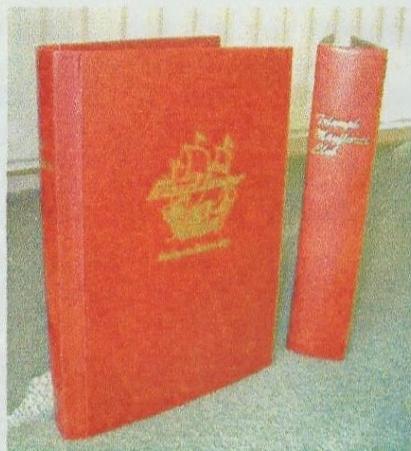
The brakes had seized, the steering was faulty, the front ball joints needed replacing along with the rubber gaiters and the front suspension needed rebuilding. I was deflated. Step two was a disaster!

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Peter Greaney's lovely looking example

Several weeks later and after obtaining the necessary parts from the club, the work was completed and I collected the car from the garage. I drove home for the first time in the "Mayflower" and it felt good.

The weeks passed and I set about some more restoration work: cleaning up the chromework, what a job! After a lot of elbow grease and sweat it looked great.

The interior had kept well and the carpets had been renewed to match the red upholstery. Finally I gave the bodywork a waxing and stood back to admire the car — it looked wonderful! Step three completed.

Since then and 'only on sunny days of course', I have taken the car out many times. I always enjoy the experience and the many admiring glances the car receives.

My "Mayflower" was a wonderful birthday present and I still get hours of pleasure from looking after it. The photograph (above) is for all the keen enthusiasts, who like me, like to see another Mayflower brought back to her former glory.

*Yours sincerely Peter Greaney
Upplands House, Westernmoor Road
Neath SA11 1BX*

**Triumphant in
Washington**

Dear John

Thought I would send you some photographs of our 1953 Mayflower. My

FLOWER POWER



Nice looking inside — Dan and Barbara Brown's Mayflower

wife and I took the car to a car show in Oak Harbor, Washington.

This was more of a hot rod show so we were a little out of place. Most people loved the car and most had never seen one.

On the way back home we stopped off at an ice cream place to refresh and there were Triumphs parked all over the place. It was the Tyee Triumph Club of

Washington on their way back from a show in Canada. They loved our little car and asked us to join their club.

Not much more to say except your magazine keeps on getting better and better.

*Best regards
Dan & Barbara Brown
16629 122nd Avenue SE, Renton
Washington 98058, USA*

*Nice to know you appreciate the magazine
— Ed*

Help please . . .

Dear Editor

In my new roll as Rally Secretary I'm finding there is a bit more to it than just turning up on the day of the annual rally and enjoying it. You are of course relying on other members to come



Pretty good outside as well

forward to help, not only on the day of the rally but for a variety of things throughout the year.

One such area I really need help from members is attending shows to help promote the Triumph Mayflower.

We do get asked if we can get a Mayflower to attend certain shows but the main problem is trying contacting a local member whose car is presentable, running and they would be willing to attend.

One such show is the Bristol Classic Car Show at Shepton Mallet. I will, by the time you read this, have tried to contact someone to represent the Mayflower Club.

My plea to our *Flower Power* readers is: would members who may be able to attend a show and would not mind going on my list as possible contacts please phone, write or preferably e-mail me. The e-mail address is in the front of this booklet.

If you have attended any rallies it would be nice to formulate the dates and venues. Who knows other members may be interested in venues for attending next year.

The rallies and shows that I attended last year were: February 8, Stoneleigh; May 30, Gaydon; June 20, Burford; July 18, Kimbolton Castle; September 5, Shakerstone Festival.

Now let me have your list *please*.

Hope to see you all at Charlote Park at the annual rally June 26 2005.

Many thanks Eddie Copson, 926 Birmingham Road, Birmingham

Trophy winner

Dear John

Trophy for Best Other Triumph from an assortment of Toledos, Stags, etc.

Regards Pete Moore (755)



Pete's trophy winner at the "Mile of Triumphs" show in Norfolk

Technical Tips . . .

Flowerman

by Howard Pryor

YOUR NEW section of the magazine for everything of a technical nature to do with the Triumph Mayflower motor car.

Technical tips or problems answered, I will try to answer them in a simplified way that is easy to understand.

Here are a couple of "Did You Knows" to give you a taste of what is to come.

Did you know - if you suspect the ignition coil output is providing a weak spark through the distributor to the plugs and you do not have a spare coil to hand, try reducing the spark plug gaps to 5-6 thou.

The weak output from the coil will manage to bridge the smaller spark plug gap and will more than likely get you home.

1952 Triumph Mayflower For Sale



HBX 957 - Black with red interior

Previous body rebuild (not full of filler), recon engine,
new clutch and brakes. Body and interior excellent

Owner over 20 years - £2,200 ono

For further details contact:

01634 365570 (Kent)

This is only a get you home measure and then you can change your coil at your leisure.

A further clue to a weak coil is that it becomes very hot in operation, I must add that it is normal for it to become warm when it is in good condition.

Did you know - you can use masking tape as a gasket revitaliser. If you have had the occasion to remove your sump for instance and you are waiting for your new gasket to arrive from our Spares Secretary, wrap or lay masking tape on your gasket on each side repunching the holes for the bolts as you go and you will find you do not even need compound to seal your renewed gasket.

Did you know - in the popular classic car magazines of today they have a marking system of stars for spares availability for classic cars from 1-4 and the Mayflower has only one star against it.

Aladdin's cave

Well it is obvious to me that the writer never owned a Mayflower or needed spares because he has never seen the Aladdin's cave of Mayflower spares that I have seen with my own eyes. There are bits there that would satisfy the majority of what anybody would want for a restoration.

I am told stock comes and goes quickly, so if you do not have an up to date spares catalogue or cannot see what you want in it, phone and ask, you may be quite surprised with the answer.

Well Merry Christmas and a Happy New Year for 2005. Please send your technical bits or enquiries to "Flowerman" c/o the Editor (address in front of magazine).

MG/Triumph Classic Car Show

by Dave Stafford

WE ALL arrived at the show at Sandown Park race course, Esher, Surrey at 9.00 am. To my horror, when I had put my hand inside of my pocket to retrieve my car keys, I could not find them, had I misplaced them, lost them, where were they?

It had all started a few weeks earlier, when I had been in contact with Howard Prior (vice chairman of our great club). Would I like to show off my newly repainted Mayflower called "Mo" at this prestigious annual event.

Normally I would have driven up early on the Sunday morning, to be in situ for the start of the event, but things had changed since I was last there.

I had been asked (should I say ordered) to drive up the day before, which turned out to be very, very wet.

My poor windscreen wipers were not in the best of health (useless in fact), one would go one way, and the other would suddenly stop below the windscreen. So I managed as best I could without them.

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Howard Pryor and Dave Stafford alongside Dave's car at Esher

We took over an hour to get there because it was a Saturday afternoon and the dreaded Sutton shoppers were out in deadly force.

We eventually arrived at Sandown and hooked up with the other cars which were already there, one being a white Triumph Renown (one of only seven now left in the world) so I am told.

A Triumph Roadster (Bergerac car), and a couple of pre-1940 cars were also there. We all got in our respective positions and duly left the cars there for the night.

At 8.00 am sharp my doorbell sounded and I grabbed my coat and we were off to arrive around 9.00 am.

Mad panic ensued as we tried to see if any other keys of the cars already there would fit, to no avail. "If only I could get into the car we could hot wire it," was a bright suggestion, but no such luck.

So by now I was resigned to going back home to pick up the keys. As I was about to leave I noticed the back quarter light was not locked. With the collective effort of the Pre-1940 Owners Club (dismantling part of their stall — thanks guys, I owe you one) we managed to prise open the quarter light and pass a

long stick through and unlock the passenger door!

Problem was now how to hot-wire the car, I had the finest brain in the country — Bob Fitzal, Chairman of the Roadster Club, working on the problem (thanks Bob). This all proved to be unnecessary as someone came in and said there was a key seller outside the hall!

The rest of the day passed with hundreds of people visiting the stand. Howard turned up and drank all my tea and ate all my cakes and biscuits. Phil Benson also tuned up to buy stuff for the restoration of his grey Mayflower, which is coming on fine, should be back on the road next year (shouldn't it Phil)?

I also met another member who had just bought a Mayflower (sorry can not remember your name). He did give me lots of compliments about Mo though. Thank you sir.

I also got to talking to a strange looking guy who turned out to have two Mayflowers, a Renown and several other classic cars.

What turned out to be a fabulous day despite my disastrous start I must thank Howard and Phil and everyone else who came to my rescue, who needs the AA?

PS Buy your own cakes in future.

Rally report

by Ed Copson

AS ANNOUNCED by the Chairman, Peter Benfield, at the AGM on Sunday November 29, the venue of the 2005 TRC and TMC Annual Rally will be Charlecote Park, Warwickshire.

It will be held on Sunday June 26, 2005 and we will again be joining our colleagues from the Triumph Roadster Club.

Charlecote Park is a lovely old Tudor manor house and estate, managed by the National Trust. The rally will be held along the entrance driveway so that there will be two lines of classic cars with the house as the backdrop.

The venue is easy to find, being off the A429 road, about three miles south from junction 15 of the M40 motorway.

Entrance cost on the day will be: classic car and driver free; passengers £5.60; this includes entrance to the house. NT members will get in free. Other cars will be in the NT car park opposite the manor gates.

Dinner

We have organised a four course dinner at the Warwick Hilton Hotel, situated at Junction 15 of the M40, on the evening of Saturday June 25 at 8.00 pm at a cost of £26.60 per person. Menu to appear in next issue of *Flower Power*.

Bookings for the dinner should be made as soon as possible to Eddie Copson with cheques for the appropriate amount at £26.60 per person, made payable to the "Triumph Mayflower Club".

Because of the notice we have to give to the hotel, the cut-off date for dinner bookings will be May 8, 2005 but please don't leave it until then to book! Best do

that now if you can because we need to calculate the number of people attending the dinner.

Please note that we do not have the ability to accommodate dinner bookings at the Hilton any later than May 8.

Accommodation

If you need accommodation at the Hilton Hotel, they have reserved 25 rooms in the name of "The Early Triumph Clubs" and bookings have to be made direct to them: telephone 01926 499555, Fax 01926 410020; mentioning "The Early Triumph Clubs".

The bookings have to be made before the same date, May 8. The cost of a double room for two people will be £108 for bed and breakfast. Single occupancy £54.

The car park is patrolled and has CCTV. There is a Holiday Inn Express Hotel next to the Hilton, where accommodation may be slightly cheaper.

Other than breakfast, meals there are available at the Porridge Pot Restaurant next to the hotel. The telephone number for the Holiday Inn is 01926 483000; Fax 01926 483033. The car park is open to patrons visiting the restaurant.

Alternative

Another alternative is to book personally through the Stratford-upon-Avon Tourist Information Centre, 0870 160 7930.

It all promises to be a very good weekend and we hope as many people as possible will attend the Annual Rally and the dinner the evening beforehand.

All the information has been made in co-operation with Bob Wyatt, Events Secretary, Triumph Roadster Club.

PS — We hope to have some photographs of the venue in the next issue.

Letters continued

Service Data Sheet

Dear Sirs

I wonder if you might know of one of your members that might like the Data Sheet for the Triumph Mayflower dated June 20 1951.

I plan to put it and others on ebay soon but thought I would appeal directly to you so that it might go to a good home.

These have sold in the past for between £8-£10 but I would be open to offers.

My father collected them in the 50s and I have had them for the last 15 years. I would be happy to forward details by e-mail.

Regards Rob Pendleton
rob@dartmooraccommodation.co.uk

New member

Dear John,

Thank you for the application form and information. I was delighted to see in your magazine the number of Mayflowers still up and running as mine is.



Two photos of George's car

I have enclosed some proof picks for you, you may print them in the next issue of Flower Power if you wish.

I am hoping to see you next year at a few shows.

Good luck George Bunt (993)
 Folkestone, Kent



Can anyone provide any details from this photograph

FLOWER POWER

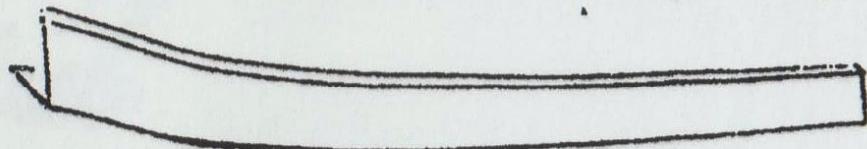
DESCRIPTION	QUANTITY	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ EACH
BODY — continued				
Front Wing, inner left hand.	1	900017		P.O.A.
Cant Rail Assembly, left hand	1	800170		27.00
Budget Lock, boot	2	600545		11.50
Petrol Filler Cap	1	600479		27.00
Front Bumper Bracket, outer	2	600352		11.00
Front Bumper Bracket, inner	2	600353		11.00
Globe Badge	1-5	101042	(5 for £64.00)	17.00
Hub Caps (with centre hole)	4	500453	(4 for £60.00)	17.00
Hub Caps (Plain)	4	500453	(4 for £60.00)	17.00
Rear Number Plate Lamp	1		TMC40	P.O.A.
Trafficator Arm Chrome Cover	2		TMC42	P.O.A.
Grommet, for capillary	1	600395		1.40
Grommet		61917		0.80
Front Bumper Bolt	2			1.50
Rear Bumper Bolt	2			1.30

ELECTRICAL/DISTRIBUTOR

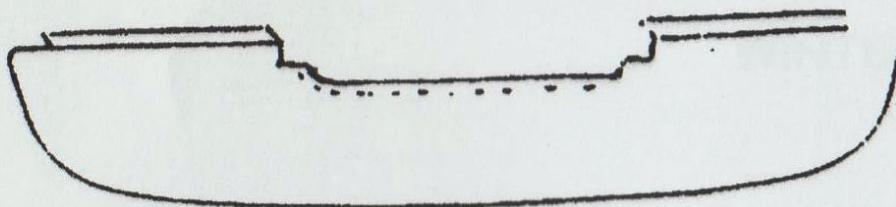
Contact Set	1	57570	Park PB101	7.50
Rotor Arm	1	57469	Park PB32	2.80
Condenser and Base Plate	1	58308		16.50
Sparkling Plug	4			2.25
Distributor Cap	1	57467		15.00
Distributor Bearing/Bush, top	1	59773	Lucas 404374	1.50
Distributor Driving Cotter	1	100874		2.50
Distributor Driving Shaft Retaining Clip	1	101619		0.80
Distributor Carbon and Spring	1		Lucas 404435	1.90
Starter Main Spring	1	70057	Lucas 250404	4.95
Starter Pinion Barrel	1	500892	Lucas 250698	12.50
Starter Brush Spring set	1		Lucas 251109	3.60
Earth Strap, engine to body	1	60519		6.50
Cable, switch to starter motor	1	500421		8.50
Starter Cable, up to TT11967	1	400024/3		6.00
Headlamp Unit, with reflector & glass, L/H drive.	2			—
Side Lamp	2	61834		26.00
Side Lamp Rim and Glass	2	70339		9.00
Side Lamp Glass	2	70340		4.50
Dynamo Bracket	1	100809		3.50
Dynamo Pulley	1	102286		5.00
Dynamo Brush set	1	59743		4.50
Tail Light Rim	2	500495		5.00
Tail Light Glass	2	500496		5.50
Tail Light Seating Rubber	2	500497		5.50
Roof Lamp Glass	1	600502		6.00
Roof Lamp, complete	1	600500		15.00
Trafficator	2	58029		P.O.A.
Control Box	1	101951		—

Classic Car Sills

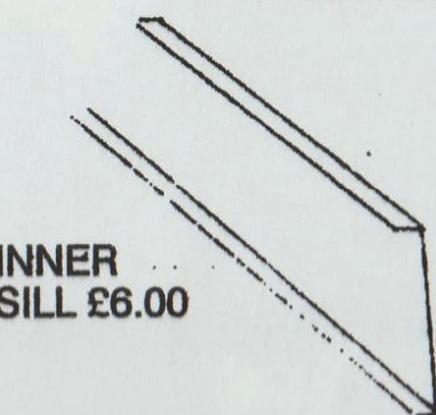
Parts for the Triumph Mayflower



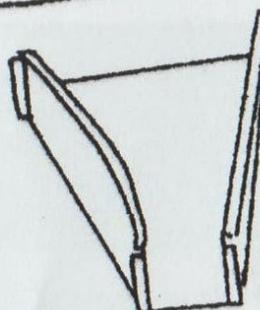
SILL £20.00



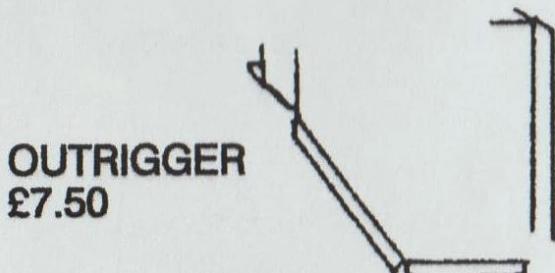
FRONT
APRON £45.00



INNER
SILL £6.00



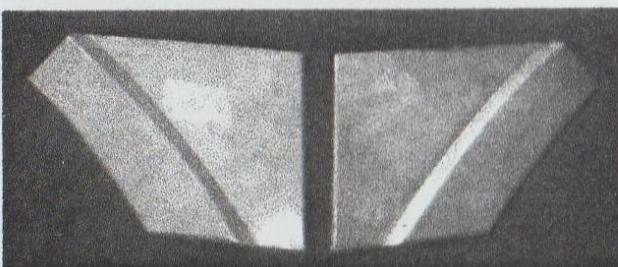
OUTRIGGER
£7.50



REAR SPRING
CHASSIS
£7.50



FRONT WHEEL
ARCH SPLASH
PANEL
£4.75



BOTTOM FRONT WING PATCHES £15.00

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